

MONROE SURVIVORS FOUGHT IN ICY WATER HALF AN HOUR

undressed but had not gone to bed. The fog horn was blowing every minute. Suddenly it blew twice and repeated the double blast twice. Then, almost like putting on the brakes, the Monroe stopped, and I knew there was something the matter. Rushing on deck, I saw somebody getting ready to put a lifeboat over. I asked him if there was any danger; he replied that he didn't know but wanted to be ready.

"Almost before the words left his mouth the Nantucket struck us near the bow on the port side. I ran downstairs and tried to dress, but the ship was listing so that I could not stand up, so I hurried back up. There were very few passengers on deck, and one boat was overboard. As it pushed away Capt. Johnson told me to jump in, as there was room for one more. I had to jump to make it, and I left Capt. Johnson standing on the deck of the ship. The boat went back and he got in. The Monroe went down easily and was below the water within twelve minutes after the collision.

"The crew behaved splendidly as far as I could see," continued Lyons. "There were not very many women on the ship, but they were allowed to get into the boats first. There was no effort on the part of the men to crowd them. While we were in the lifeboat we picked up a man and a woman. He was holding her by the hair in his teeth and was almost exhausted when we pulled him in. The woman died.

"There were many people who must have been caught in their state-rooms. The collision occurred so suddenly and the boat sank so quickly it is a wonder that many more were not drowned. The listing of the steamer made it impossible to lower the lifeboats on one side of the ship and that added to the difficulty in saving lives.

"The Nantucket stood by us and those of us who could climbed on her topside. Those who were not able to follow us were lifted with ropes under their arms. We then proceeded to Norfolk and did not see the Hamilton until about 6 o'clock this morning."

As soon as it was certain that there were none left to save, the Nantucket turned her head southward and, conveyed by the Hamilton and Onondaga and the wrecking tugs that had been sent out from Norfolk, the start for this city was made.

DOCTORS AND CLOTHES FOR SURVIVORS.

The Nantucket made directly for the Merchants and Miners' pier at this city. The steamer Smithfield was in waiting here and the rescued passengers and crew were transferred to her and taken to the Old Dominion dock. There clothing and doctors were in waiting and after the injured had been attended to the passengers were rushed to city hotels, where arrangements had been made for them.

There was hardly a passenger who was not injured in some way. The shock of the collision had thrown them from their berths to the floor or against the steel partitions. Sprained arms, wrenched backs and twisted ankles constituted the most of the injuries, and unless pneumonia set in it is believed that all will recover.

J. Odell, residing on Quincy street, Dorchester, Mass., said the Monroe was apparently rammed amidships. He estimated that it was not less than ten minutes after she received her death blow that the sea swallowed the vessel.

"By the time I reached the deck from my stateroom," he said, "the water was even with the upper deck. I was in the water for half an hour before being picked up."

John Flanagan of No. 82 Holt street, Brooklyn, said he floated twenty minutes, as near as he could judge, before lifeboats picked him up.

"The crew of the Monroe did pretty well," said Flanagan, "but at a time of this kind it was everybody for themselves."

W. A. Snyder of East Orange, N. J., said he was immersed for thirty minutes, being clad only in his pajamas.

"I remember grabbing some woman as I was floating," Snyder said. "We red & clung together until the lifeboat picked us up. I don't even know who she was."

M. W. Robertson, who was so dazed and excited by turns with the terrible events of the night that he could not recall his residence, said he was knocked clear out of his berth by the impact of the two ships.

"The Monroe went down stern first, it appeared to me," Robertson declared. "I saw men and women jumping into the water as I came on deck. I was in the sea for half an hour before I came."

W. C. Clauson of Milwaukee, Wis., erroneously reported as missing in the official statements issued by the Old Dominion Company, was a survivor on the Nantucket.

SEVERAL SURVIVORS IN HOSPITAL.

Twelve of the Monroe's passengers were taken to the City Hospital this afternoon. They are suffering from serious sprains and bruises, aggravated by exposure, but all are expected to recover.

It is stated by Old Dominion officials that a brief report from the Monroe's captain blamed the fog for the collision. He states that the Monroe was struck on the starboard side, between ports one and two, and that she was almost cut in two.

How Thomas R. Harrington, of Bridgeport, Conn., held his unconscious with effort for an hour by clenching her clothing between his teeth was one of the thrilling stories of the night's disaster told by W. C. Clauson of Milwaukee.

"I saw Mr. Harrington fight bravely against the waters for more than an hour with his wife's body held aloft. I could not see how he managed to keep up until the lifeboat came, and then in the lantern light I saw that during all that hour of terrible effort he had kept her head above water by his teeth. Every tooth in his head is jarred loose from this strain, he told me later.

"The pathetic part of it is that Mrs. Harrington died three minutes after being taken aboard the Nantucket. The terrible strain of the disaster and the exposure had been too much for her."

W. Albert Snyder of East Orange, N. J., who is in business at No. 130 Front street, New York, was one of the Monroe's injured passengers who had to be sent to the hospital. Snyder was too exhausted to talk. It was said he was not much hurt, but suffering from long exposure in the water.

Capt. Johnson of the Monroe came from the Nantucket much depressed. He said he felt in no condition to talk about the disaster and would have to defer any statement that he makes until he had time to make an official report to officers of his company.

"I have been up for two days and a night," said Capt. Johnson. "and you can well understand how I hardly feel like talking about this disaster right now. I will do so later, but for the present can have nothing to say."

James G. Cowell, Vice-President of the American Federation of Labor, was in his pajamas and bathrobe when he came off the steamer. It did not take more than about ten minutes for the Monroe to sink.

Dominion Liner That Was Sunk, Its Captain And the Steamship That Ran Her Down



The Nantucket a "Hoodoo" Ship in Collision Often Before

BOSTON, Mass., Jan. 30.—The Nantucket, the Merchants and Miners' steamer which crashed into and sank the Old Dominion steamer Monroe off Hog Island, is known as a "hoodoo boat" along the Boston waterfront. The Nantucket sank while at the dock in Baltimore Sept. 2, 1912, when water was poured into her hold to extinguish a fire. Two sailors were reported killed and the crew of the engine room narrowly escaped death. After the boat was raised and put

after the Nantucket struck her. There was very little, if any, confusion. The crew and passengers behaved well, the men allowing the few women and children to get into the lifeboats first," said he.

ENGINEER WASHED THROUGH HOLE.

Theodore Wiegand, of No. 931 Irving street, Brooklyn, one of the Monroe's engineers, had the most thrilling experience of any of those saved.

"I was oiling the machinery when the crash came," he said. "As the boat reeled I looked up to see the steel prow of the Nantucket crushing its way into the very engine room in which I was standing. I expected to be crushed to death as the big steel plates crumbled above my head. But suddenly the mass seemed to halt, and then backed away. As it did there came a rush of water that engulfed me. I am a strong swimmer, but the receding wave carried me through the hole in the Monroe's side and into the ocean. I did not have any life-preserver, but as I was aimlessly swimming about I managed to reach a capsized boat—I think it was our starboard forward lifeboat—and pulled myself up on it. A few seconds later I saw a man swimming near me, and I called to him. He managed to reach me, and I pulled him on top of the boat, and we clung there until we were finally picked up by the boat from the Nantucket."

The Nantucket, a smaller steamer than the Monroe, carrying freight, two passengers and forty in the crew, was bound to this city from Boston at the time of the collision. Survivors say the Monroe was practically cut in two.

Although the Monroe had six watertight compartments and was equipped with every safety appliance required by law, she went to the bottom in twelve fathoms of water in less than ten minutes after the collision occurred. There was no time to lower the boats. Such of the ship's company as reached the deck had to leap into the sea, and it is amazing that so many were picked up by the lifeboats of the Nantucket.

CALM SEA AIDED IN RESCUES.

The sea was calm at the time of the collision, else the loss of life would have been greater. All those picked out of the sea by the Nantucket's boats are suffering from shock, exposure and immersion.

The Monroe, with forty-eight first cabin and eight steerage passengers, left Norfolk at 7:30 o'clock last night on her regular trip to New York. There was a dense fog over the water and the vessel moved at reduced speed. Six hours after leaving her dock she was off Hog Island, close to shore.

From the moment of the collision the Nantucket's wireless had been sending out calls for help. These calls reached the naval wireless station here, but the information received was incomplete for a long time. It was after 3 o'clock before the news came that the Monroe had been sunk and that the Nantucket, although crippled, was on the way to Norfolk with the survivors.

Mrs. T. J. Woods, the only Norfolk passenger on board the Monroe, left on the ill-fated vessel for New York to reach the bedside of her dying husband. Mrs. Woods was among the rescued, and comes back to Norfolk to get a telegram from New York telling of her husband's death.

CRASH DUE TO DENSE FOG.

The Monroe was one of the newer ships of the Old Dominion. She was built at Newport News in 1903, and was 344 feet long and 46 feet beam. She had one screw and was equipped with every safety device in addition to her powerful wireless.

There was a heavy fog when the Monroe left Norfolk last evening. She passed through Hampton Roads and passed Old Point Comfort at a fair clip. She was last seen by the lighthouse keepers on Smith Island as she swung out to sea into the northern route lane.

As soon as the first wireless arrived, Navy-Yard officers were aroused and the engineers and crew of the revenue cutter Onondaga were ordered to go full speed to the scene of the disaster and aid in taking off the passengers and crew of the Nantucket should it become necessary, and to assist her to port. Within twenty minutes the cutter was on her way.

The Monroe was in trouble off the Jersey coast in June, 1903, when she smashed her propeller blade on a submerged wreck. She was towed to port and some of her passengers were lost or injured.

WIFE OF CAPTAIN SORRY FOR THOSE WHO LOST THEIR LIVES.

Capt. Johnson of the lost Monroe lives with his wife and two children at No. 2488 Seventh avenue. Alice, their daughter, is ten years old, and William J. is five. The wife, Mrs. Augusta Johnson, had been notified early this morning of the accident, and had been told also that her husband was among the survivors. When an Evening World reporter reached the house she was quite calm.

Like her husband, she is a descendant of the hardy Norsemen and little given to emotion. She appears to take it for granted that adventure must come to those who go down to the sea in ships and that a sailor's lot is a precarious one. Her two children clung to her skirts and looked up at the reporter in open-eyed wonderment. The company sent word to me that my husband is safe," she said. "I am glad. I am sorry for the poor people who are lost. I did not hear how many were lost. It is too bad. My husband has been with the line for fourteen years and yet he is a captain for a year and a half. His mother lives in Maine."

ARMY LIEUTENANT BACK FROM EXAMS IS AMONG VICTIMS.

Lieut. Curtis, lost on the Monroe, was appointed from Iowa, and was a son of Major E. H. Curtis, U. S. A. He had been at Fort Monroe taking examination for promotion. W. C. Clauson, another victim, was connected with the Milwaukee Steamship Company and was on a business trip. He lived in West Allis, a suburb of Milwaukee. He is survived by a widow and one child. Mrs. Thomas R. Harrington of Bridgeport, Conn., who died after being rescued from the sinking Monroe, was thirty years old. She was taking a sea trip with her husband for the benefit of his health.

FEDERAL OFFICIALS WILL INVESTIGATE CAUSE OF DISASTER.

WASHINGTON, Jan. 30.—A thorough investigation of the causes and circumstances resulting in the collision between the Nantucket and the Monroe was ordered to-day by the Department of Commerce. Assistant Secretary Sweet instructed the steamboat inspection service to make an exhaustive inquiry.

Salby, W. Sutton, C. Samuels, Theodore Spruell, William Smith, Paul Sullivan, W. W. Ward, Ernest Wade, William Williams, T. K. Wick, George Knap, Williams, George Woodens, A. Young, St.

FAILED ON THE STAGE, THE MACARIA PLAYERS WERE RETURNING HERE.

The Macaria company was a touring organization assembled by Charles Marshall Jelliff, who dramatized the play from the novel by Augusta J. Evans. The company opened at Newport News, Va., on Jan. 15, and closed recently owing, it is said, to poor business.

The Miss Haviland in the list of dead was Miss Hilda Haviland, leading lady of the production, a New York girl. The Lewis in the death list was George Lewis of New York, the stage manager. He also had a part in the play.

Mario was a young actor. Another actor who perished was B. B. Vernon, a New York man, formerly manager for a Western stock company. There were no records in the office to disclose anything about Miss Seville, also reported to be among the dead.

At the offices of the Old Dominion Line here it was explained that the it. L. Etheridge, among the members of the crew saved, was the junior wireless operator. The chief wireless operator, whose name was given here as F. J. Keughn, was lost.

Albany's New Postmaster.

WASHINGTON, Jan. 30.—President Wilson to-day nominated William H. Murray as Postmaster of Albany, N. Y.

Crowd at Ship Office Asking for Survivors

The general offices of the Old Dominion line on pier No. 25 North River were besieged from early morning by friends and relatives of passengers and members of the crew of the Monroe. All of the officers of the vessel live in or near New York, but the waiters, bedroom stewards and firewood hands on the Old Dominion boats are negroes and have their homes at Norfolk.

The first inquiries came from the wives of officers of the boat, and one of the first to call was the wife of Second Officer Gatley, whose home is at No. 93 Perry street. Gatley, according to the wireless advice received from the Nantucket, was the only officer of the Monroe to lose his life.

President W. H. Walker of the Old Dominion line was in Washington at the Raleigh Hotel when news of the accident came from Norfolk. He immediately established long distance communication between Washington and Norfolk and Washington and New York, and worked the wires both ways. For a long time the only news of an official nature came by long distance telephone from Mr. Walker at Washington.

The officers of the Monroe who were rescued are: E. E. Johnson, captain; G. Horsley, first officer; John Perkins, chief engineer, and James E. Sullivan, chief steward. The fact that the officers were saved indicated to the local steamship people that the boats were not launched and the officers, being the last to jump overboard as the vessel went down, were just in time to be picked up by boats that had been launched from the Nantucket.

Supt. Leyland said the Monroe carried nine lifeboats with a capacity of twenty-eight persons each, and three with a capacity of thirty. In addition she carried life rafts for 220 persons.

A wireless message was received this morning at the Old Dominion Line offices here from Capt. Peter Nelson of the Old Dominion liner Hamilton. Capt. Nelson said he was nearing the Nantucket and would stand by that steamship to take off passengers if they desired, and, if not, would escort the Nantucket into Norfolk, Va.

Dominion Line's First Fatality in Forty-seven Years' Operation

WASHINGTON, Jan. 30.—"This is the first time in the history of the Old Dominion line that the life of a passenger has been lost at sea," said H. B. Walker of New York, President and General Manager of the Old Dominion Steamship Company, to-day. "The line was organized in 1867. Seven steamers have been in operation for several years. The Monroe was the staunchest of the lot. She was put into service 1903. There was life-saving equipment aboard for nearly double the number of souls she carried on this trip. Under the navigation laws we are required to have 100 per cent. equipment at the season of the year. We had fully that. The Monroe carried beatings for over 400 and there were but 135 persons aboard her, all told."

Mr. Walker arrived here yesterday for a meeting at the Southern Railway Company's office and will return to New York late to-day. He said Capt. Johnson of the lost steamer had been ordered to start for New York as soon as he landed from the rescuing ship.

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Special for Friday, Jan. 30
CHOCOLATE NUT CARAMELS—The newest members of the Fall list. Divided into three delicious flavors for your choice. Richly flavored with chocolate and vanilla. Sold in attractive tins. **10c**
Special for Saturday, Jan. 31
MID-WINTER SWEETS—An equally divided box of assorted chocolate-covered cream and assorted chocolates in many sizes and flavors. Very nice. **10c**

Special for Friday and Saturday
CHOCOLATE COVERED VAN. WHIPPED CREAM—Rich, fluffy, velvety. Whipped cream forms the center of the nut. Sold in attractive tins. **19c**
GLACE FRUIT AND NUTS—A selection of carefully selected fruit, encased in a crystalline, transparent coating of glacé. Sold in attractive tins. **29c**

Suggestions for Friday and Saturday
MILK CHOCOLATE COVERED ASSORTED NUT CLUSTERS—An assortment of each taste nut as Pecans, Almonds, Filberts, Pistachios, Walnuts, Almonds and Peanuts, chocolate covered in our famous Premium Milk Chocolate. **39c**
MILK CHOCOLATE COVERED FRESH FRUIT—A selection of the most delicious fruits, encased in a golden rich, smooth, and delicious chocolate. Sold in attractive tins. **39c**

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FINEST FRESH CREAMERY . lb. .35
FINEST JUNE " . lb. .33

SPECIAL SATURDAY SALE Boys' Slip-On Coats

A surplus of 400 Coats. Double Texture Bombazine; hand-some plaid lining; military collar. Stylishly cut. Tan and olive shades. \$4 value **\$1.75**
Girl's Coat & Cap Set
Made of Canton and Asian cloth, rubber lined. Reversible military collar, patch pockets; wind taken sleeves. Absolutely waterproof; ages 4 to 14; \$5 value. **\$1.98**
Children's \$2 Rain Capes of striped materials with plaid lined hoods attached. All sizes. **89c**

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